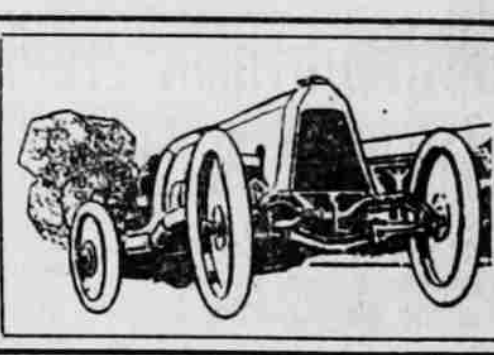


# The Ogden Standard-Examiner

## AUTOMOBILE SECTION



### Yellowstone Gates Opened Today, Routes In Excellent Shape

Autoists Assured Splendid Roads From Utah Northward to Park Despite Heavy Snows and Abundant Rains in Region; Official Bulletin Tells Conditions

By HORACE M. ALBRIGHT,  
Superintendent Department of Interior,  
National Park Service, Yellowstone

Despite heavy snows and abundant rains in the intermountain territory adjacent to Yellowstone National Park, bulletins compiled by automobile and highway associations show that with possibly two exceptions all roads approaching the park are in excellent shape and improving steadily through the aid of state and private contributions to highway funds. The exceptions noted are the roads leading north and northwest from southern Wyoming points to the south entrance of the Yellowstone by way of the Wind river and the Hoback canyon, which cannot be negotiated by cars until some time in July.

The roads in the park itself are in unusually good condition. All of the passes have been cleared of snow, except Dunraven, and it will be open for traffic on June 22. It was necessary this year to clear most of the snowpools of snow using a heavy snowplow attached to a caterpillar tractor.

All entrances to Yellowstone National park will be opened officially on June 20. Officials of the great transcontinental highway, the Yellowstone trail and the National parks highway, have carefully inspected their routes, and have just announced that they are in good condition for tourist travel. Special efforts are being brought to bear by the associations to have their roads in better condition this year than ever before.

The main approach road to the park from the Yellowstone trail and the National parks highway leaves Livingston, Montana, and reaches the park at Gardiner. Citizens of Gardiner have regraded ten miles of the highway and have placed chert on the surface of the road. This section is in excellent condition, and Park county officials and citizens of Livingston are rounding the remainder of this approach road in shape.

Choice of Other Routes. Other approach roads from the Yellowstone trail and the National parks highway leave Butte and Billings, Montana, the former leading to the west entrance via the beautiful Ruby Valley and Alder Gulch, famous in the old Montana placer mining days; the latter from Billings to Cody, Wyoming; the eastern gateway, are in good condition for automobile travel. The Billings-Cody road has been regraded, along numerous stretches, which will be open to travel June 20.

The main approach to the park, or east entrance to the park, is the Yellowstone highway leading north from Cheyenne on the Lincoln highway, running through the oil regions of Wyoming and the famous Thermopolis Hot Springs to the old home of Buffalo Bill (Cody). This road is reported to be in unusually good condition, and has been newly marked by the Yellowstone Highway association for the benefit of the tourists. The approach from Cody to the main park system of roads has never been in as good condition as it is today.

The Road From Utah. Information from the Utah State Automobile association is to the effect that the main approach to the west entrance of Yellowstone park from the south and west, particularly from Ogden and Salt Lake, is in a condition for motoring that far surpasses that of previous years. Almost the entire distance between Salt Lake and Ashton, Idaho, is paved or graveled, and north of Ashton the bad pieces of road that gave trouble last year have been improved considerably.

Idaho parties already in the park report that the road across the Teton mountains through Teton Pass into

### SYSTEM OF AIR RULES NEEDED

Plane Manufacturer Urges  
Uniform Laws to Prevent  
Confusion

The great increase in civilian flying throughout the United States since the beginning of good weather this year is one of the strongest arguments in favor of the passage immediately of federal laws regulating aviation, according to E. de B. Newman, secretary of the Aeromarine Plane & Motor company of Keosauqua, N. J.

Mr. Newman recently pointed out that unless the federal government took steps at once toward providing uniform air rules the states and cities themselves will attempt to solve the problem with the result that a myriad of varying and conflicting laws, good and bad, will spring up throughout the country. This would cripple aviation here, he warned.

Great Britain is ahead of us in regulating airplanes," he said. "As a result her pilots and her manufacturers both have an advantage over us, and aviation, already safe, is made safer. Just how this law operates is shown by the recent summoning and fining of a pilot for violation of six counts of the air navigation act. These included flying a machine without British markings, not verified as airworthy, and not inspected on the day of the flight. The pilot could not plead ignorance because the act was a national regulation. But if forty-eight states make their own laws regarding, for example, state licenses, heights to be maintained over cities, stunt flying, inspection and many other matters, hopeless confusion and consequent discouragement of aviation will result.

"Already local restrictions are springing up. Four aviators, three army officers and the president of a flying club were arrested recently in Boston for landing on Faneuil beach without a permit. If even army flyers—disregarding civilians for the moment—are to be arrested when they land in one of the hundreds of American cities because they do not know every regulation of that particular place, aviation will not flourish in the United States.

"How disastrous in the event of war would be lack of a flourishing aviation industry in peace time is a matter which is not difficult to imagine. Suffice it to say that every civilized country is encouraging peace flying.

It may be said that state regulations of automobiles is a mistake. There are now in the air planes and dirigibles far larger and carrying far heavier loads than the automobile can possibly handle, and in the future they will be vastly greater ones. The airplane is not an automobile of the air; it is a ship, and like the ship it can be regulated adequately only by the federal government.

The sooner congress enacts suitable legislation so that the public, both on the ground and in the air, is protected universally from reckless flying, unworthy ships, reckless pilots, and other dangers or annoyances, the sooner the era of the air will come."

### Many Offer Help in Classifying Highways

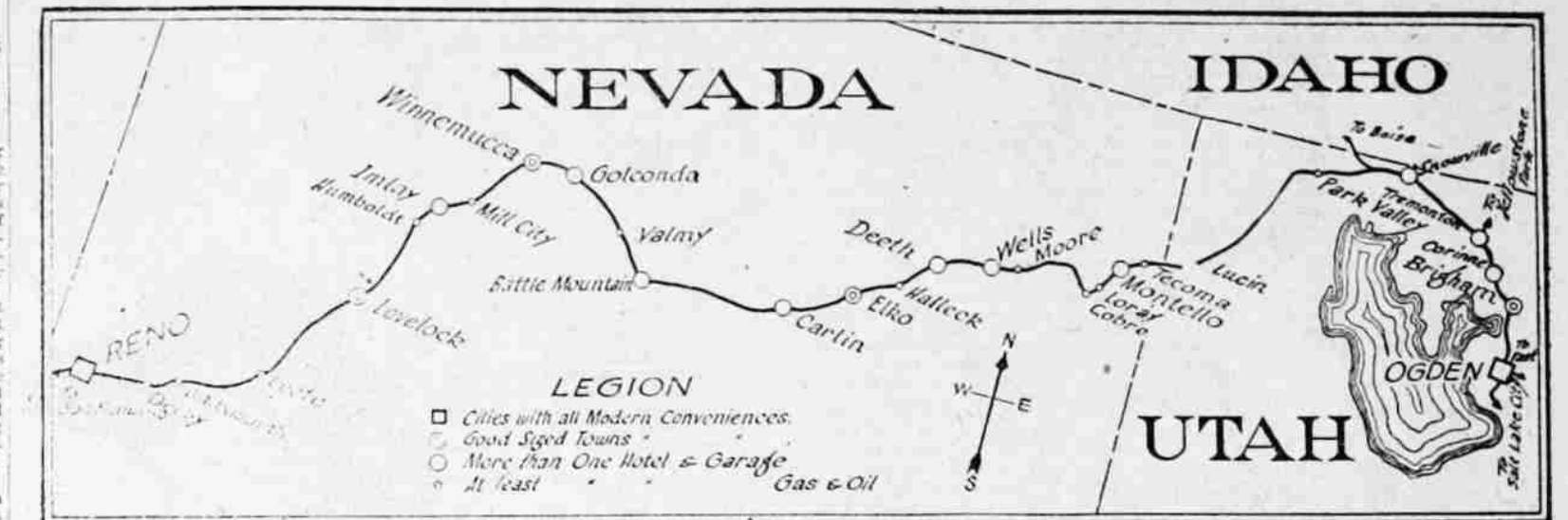
Co-ordination of the various interested agencies is being secured by Thomas H. MacDonald, chief of the bureau of public roads, in the classification of highways into system grades based upon different classes of traffic; determination of the relative importance of the classes of highways as to state, county, local and national roads; the needs of the various systems of highways; and the distribution of the costs of improvement of the various systems. As the head of the agency charged with the distribution of millions of federal funds, Mr. MacDonald has long realized the need for the application of "big business" methods to his work.

Realization that not only the state and the bureau are interested in what highways are to be improved with federal assistance, but other agencies as well, Mr. MacDonald has been holding a series of conferences with the way plan division of the general staff of the war department, with a view to determining what highways in all the states are important from a military standpoint. In addition, the bureau is co-operating with all state highway departments in road classification—Highway Magazine.

Advances in gasoline cost should impress on motorists the need of greater care, which means less waste, asserts Jno. D. Mansfield. "Fuel consumption of cars varies considerably. Some engineers have had the idea of designing cars and others have been thinking of saving in other ways, perhaps. But no matter how efficient the engine, how far it will pull the car on a gallon, there generally is a chance for the driver to save by being observant."

NAME ROAD FOR PRINCE. Prince of Wales highway will be the name of the road now under construction between Ottawa and Prescott, which will link up the Canadian highways with the highways of New York state.

### Overland Highway North of Salt Lake Is Held Superior to Southern Way Through Desert



### Description and Log of Route to Reno Prepared by Ogden Publicity Bureau

From Ogden to California cities on the Pacific coast, two highways for auto travel are offered, one from the north end of the Great Salt Lake, known as the Overland Highway, the other around the south end of the lake known as the Lincoln highway. The above chart shows the Overland road from Reno, Nev., to Ogden. Both of these highways are in reasonably good condition the major portion of the year, especially in the summer season.

Overland Highway Better. It is said, however, by those who have traveled both roads that the Overland way is preferable. It is passable a month or more earlier in the spring of the Great Salt Lake, traveled longer in the fall, thus making it the more desirable way for the traveler who wishes to spend the longer season in the mountain country and on the coast. Another advantage of the Overland route is that it closely follows the line of the Southern Pacific railway, avoids much of the desert, and is more pleasant traveling, with more frequent and better watering places and more frequent and better watering places and more frequent and better watering places.

Comparison of the airplane with the automobile is a mistake. There are now in the air planes and dirigibles far larger and carrying far heavier loads than the automobile can possibly handle, and in the future they will be vastly greater ones. The airplane is not an automobile of the air; it is a ship, and like the ship it can be regulated adequately only by the federal government.

The sooner congress enacts suitable legislation so that the public, both on the ground and in the air, is protected universally from reckless flying, unworthy ships, reckless pilots, and other dangers or annoyances, the sooner the era of the air will come."

The self-explanatory log of this highway follows, and further advice respecting the route may be had by calling on J. S. Sullivan, secretary of the Ogden chamber of commerce at the Weber club rooms in the Colonel Hudson building on Twenty-fourth street and Hudson avenue.

RENO, NEV., TO OGDEN, UTAH

625 Miles  
Reno to Winnemucca—172.1 Miles  
0.0 From Virginia street go east on Fourth street.  
2.9 Turn right.  
3.5 SPARKS—Follow B street.  
4.1 Turn right cross railroad.  
5.2 Bear left from farm house.  
7.5 Take right hand road; 19.5 avoid right hand road.  
11.2 Avoid right hand road; 11.3 cross railroad.  
28.6 Right hand fork.  
28.7 Leaving DENVER avoid right hand road.  
33.1 Take left hand road.  
34.2 VALENTINE; stay with railroad.  
34.5 Bear right across bridge.  
34.7 Take right hand road.  
34.8 Right hand road; avoid Lincoln highway.  
38.3 Right hand road; 39.2 right hand road.  
39.7 Keep left hand road; 39.5 keep right hand road.  
39.5 LOVELL; go north along railroad.  
166.3 HALLOCK; turn left along

### Canary Bird Song of Car May Be Avoided

"No motorist likes to hear his car sing like a canary bird," says L. H. Sorey. "Carelessness and lack of attention to one's car alone can account for such noises. There is no excuse for a noisy automobile. The machine that passes you on the road making a noise as if it were carrying a jazz band is a reflection on its owner and shows that he is careless and has needlessly permitted his car to deteriorate."

It is a very simple matter quickly to get rid of all these noises. The best enemy of the squeak is the oil can, and a sure cure for the rattle is the wrench. Always keep the car tight—oiled up with all the parts sufficiently greased. Oil any portion of the body that you suspect of squeaking and your car will run as silently and as easily after long use as it did when it was new."

LONDON "GROWLER" DISAPPEARS. The London "growler" type of horse-drawn cab-drivers are fast disappearing from the streets of the English metropolis, due to popularity of taxicabs.

98.1	Take left hand road; 100.2	179.6	Take left hand road; 185.7	150.5	Turn left at four corners.
102.8	Take left hand road; 102.9	181.3	Keep left hand road; 185.7	154.2	TREMONTON; straight on.
104.2	Take right hand road; 107.	198.7	Turn right down grade.	155.4	Turn right along canal.
104.2	Take right hand road; cross railroad.	201.1	Turn right to blacksmith shop, then left.	162.3	Turn right at four corners.
111.8	OREANA; 120. RYEPATCH.	201.4	Fork, bear right.	162.3	BEAR RIVER CITY; turn left at church.
128.3	IMLAY; bear right, then straight on.	202.7	Take left hand road; 202.9, take left hand road.	166.7	Turn left along railroad.
142.9	Take left hand road, cross railroad, turn right.	216.6	Take left hand road away from grade.	167.8	Turn right across switch.
143.1	MILL CITY; straight on with railroad.	239.0	COBRE; 239.8, right hand road.	167.8	CORINNE; turn left into main street.
161.1	ROSE CREEK; 164.1, take right hand road.	246.3	Left hand road; 255.5, turn right along railroad.	171.9	Keep right hand road, cross bridge.
172.1	WINNEMUCA.	256.4	MONTELLA; station on right.	172.9	Turn left.
Winnemucca to Montello	256.4 Miles	0.0	MONTELLA; follow railroad northeast.	174.4	BRIGHAM CITY COURT HOUSE; turn right and follow paved road to Ogden.
0.0	Go north on Second street, past bank.	0.0	MONTELLA; follow railroad northeast.	181.8	WILLARD.
9.3	Keep right hand road, leaving railroad.	7.1	TECOMA; cross railroad and turn left.	186.8	HOT SPRINGS; keep left hand road.
12.5	Go along fence to graded road.	9.6	Slate line, Nevada-Utah.	196.6	OGDEN; camp grounds one block north and two blocks east of bridge.
16.8	Cross railroad, and stay with it.	10.1	Take right hand road.		
17.3	GOLCONDA; stay with railroad.	17.5	BEAR right from shack.		
17.3	Cross railroad, then take right hand road.	17.6	LUCIN; pass pond, cross railroad.		
22.9	Take right hand road; 28.2, turn right.	17.8	Right hand road; 18.1 right hand road.		
45.3	Cross railroad and take right hand road.	18.9	Turn left along railroad.		
45.3	VALMY; stay with railroad.	21.3	Turn right, pass hut.		
61.0	BATTLE MOUNTAIN; cross hand road.	26.5	Keep left hand road; 44.1, left along fence.		
63.0	Follow poles; 63.4, turn right at gate.	44.9	Keep right hand road.		
64.9	Take right hand road, go through lane.	48.9	Bear left and follow graded road on section lines to Snowville. (See dry weather summer route below.)		
67.1	Straight through cross road.	67.8	ROSELLE; straight on.		
73.6	Spring on left.	72.6	PARK VALLEY; straight on.		
83.0	Take right hand road across flat.	74.3	Left hand road; follow main road through several turns.		
92.5	Straight ahead; 104. Summitt.	82.2	Turn right, at "concrete" house; several right-angle turns.		
108.6	110.2 bear right; 119.8 keep left hand road.	113.6	SNOWVILLE; straight on.		
122.4	Turn twice to left away from road.	120.4	Avoid diagonal right hand road.		
122.5	Turn right, at four corners.	129.6	Right hand road is cutoff.		
145.2	ELKO; straight on with railroad.	139.4	Take right hand road at four corners.		
156.9	Keep left hand road; 159.8 take left hand road.	139.5	Take left hand road at four corners.		
162.2	Take left hand road.	147.5	Take middle fork.		
166.3	HALLOCK; turn left along				



### "First Aids" That Last

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Firestone Accessories will take care of motoring troubles and give complete satisfaction. We have lots of them.

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Firestone

NEW TYPE OF HIGHWAY. "Roads of Remembrance" is a new type of highway planned in various parts of the country. The scheme involved is planting memorial trees along the roads for men in the service as a national honor roll.

NAME ROAD FOR PRINCE. Prince of Wales highway will be the name of the road now under construction between Ottawa and Prescott, which will link up the Canadian highways with the highways of New York state.

LONDON "GROWLER" DISAPPEARS. The London "growler" type of horse-drawn cab-drivers are fast disappearing from the streets of the English metropolis, due to popularity of taxicabs.

OGDEN MOTOR CAR CO. For the man who needs a really large car, at a low price, there is the Chevrolet large sized type (FB-50 models)—

Streamline body with slanting doors gives a distinctive individuality not found in other low priced cars. The valve in head motor means well reserved power at all times. "If you can't get there with a Chevrolet, then it's no use trying any other car."

110 inch wheel base means solid comfort with perfect riding ease.

This car will satisfy your needs for a large car and it will COST YOU LESS—come in and see them in our showrooms.

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